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ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

RAILROAD CONSTRUCTION IN THE
CHENG-TU/KUN-MING AREA
CHINA

Declass Review by
NIMA/DOD



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CIA/PIR 65079

DATE JAN. 1966
COPY 90
PAGES 20

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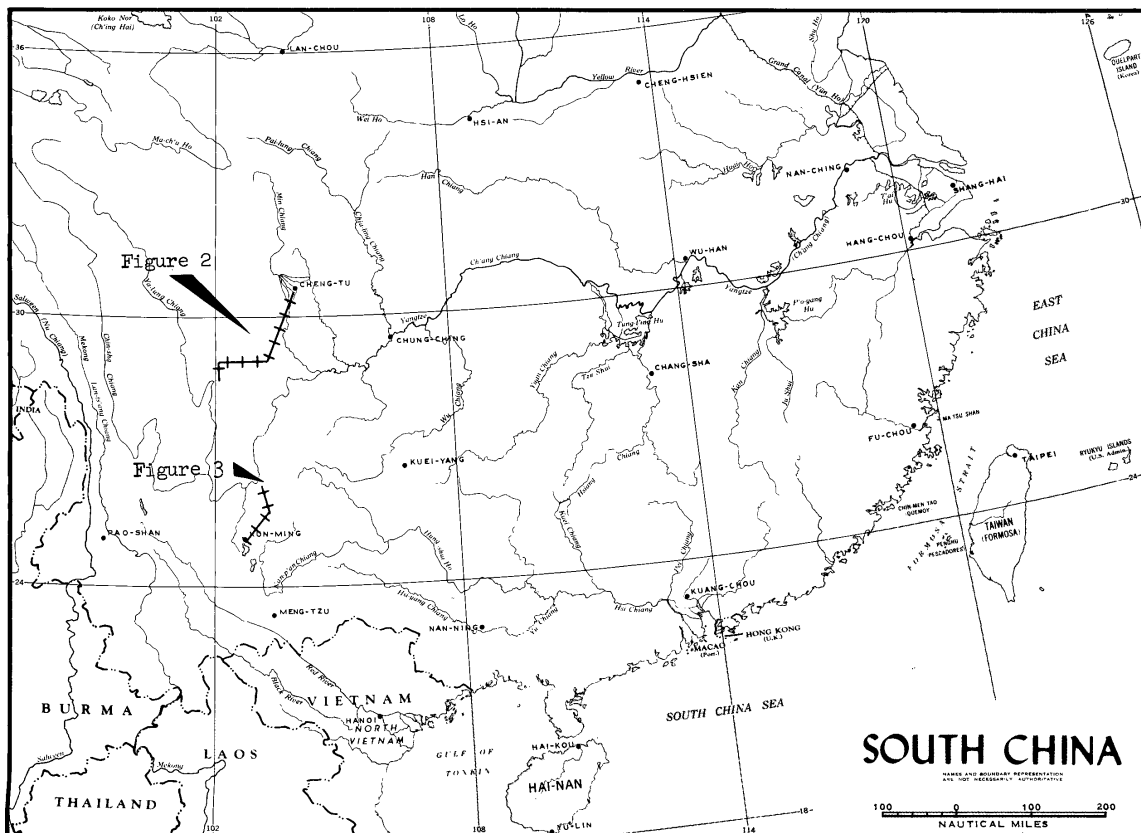
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Figure 1

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RAILROAD CONSTRUCTION IN THE
CHENG-TU/KUN-MING AREA
CHINA

Active railroad construction has been observed in the Cheng-tu (30 50N - 104 04E) and Kun-ming (25 03N - 102 53E) areas of south west China (Figure 1).

The standard-gauge line running south from Cheng-tu is now operable for a distance of 130 nm (Figure 2). This distance includes an 85 nm extension of operable rail line previously observed as under construction one year ago. Railroad cars were observed in a yard at Chia-chiang (29 44N - 103 35E) (Figure 6) and at the end of the operable line at 29 28N - 103 31E. (Figure 7). There is continuing active construction from this point south and southwestward to coordinates 29 11N - 102 51E, a distance of 63 nm. Numerous bridge piers, [] under construction and work camps were observed in this segment (Figures 4, 5, 7 - 11).

In the Kun-ming area, the operable meter-gauge line extends from Lu-chia-wan (25 17N - 103 15E), where it joins the completed western operable segment of the Kuei-yang/Kun-ming Rail Line (Figure 12), northward to T'ung-ch'ang-ching (26 02N - 103 12E) - a distance of 35 nm (Figures 3, 13, 14). This distance includes a 19 nm extension of operable rail line previously observed as under construction, but abandoned since 1962. Railroad cars were observed in a small rail yard at T'ung-ch'ang-ching, the present operable limit (Figure 15). There is continuing active construction beyond this point northward to 26 11N - 103 07E, a distance of approximately 13 nm. Bridge piers and work camps were observed along this segment (Figures 15 - 17). The railroad bed at the northern end of this segment is presently being used as a highway (Figure 17).

Presently the rail line in the Cheng-tu area is standard-gauge and the rail lines in the Kun-ming area including the described rail line under construction and the western operable segment of the Kuei-yang/Kun-ming Rail Line are meter-gauge. It is believed that the rail lines in the Kun-ming area will be converted to standard-gauge when the Kuei-yang/Kun-ming Rail Line is completed.

As the gap between these two areas of active construction is still quite large (i.e. 180 nm) it is impossible to accurately predict whether they will be eventually linked together. As of [] there was an operative rail line running westward from Kun-ming to Kuang-tung (25 10N - 101 45E). However, no active construction was observed north of this location along the projected Cheng-tu/Kun-ming rail line (NIS-39A - Sec. 31; Communist China, Railways). Lack of coverage precludes a more recent readout of this area.

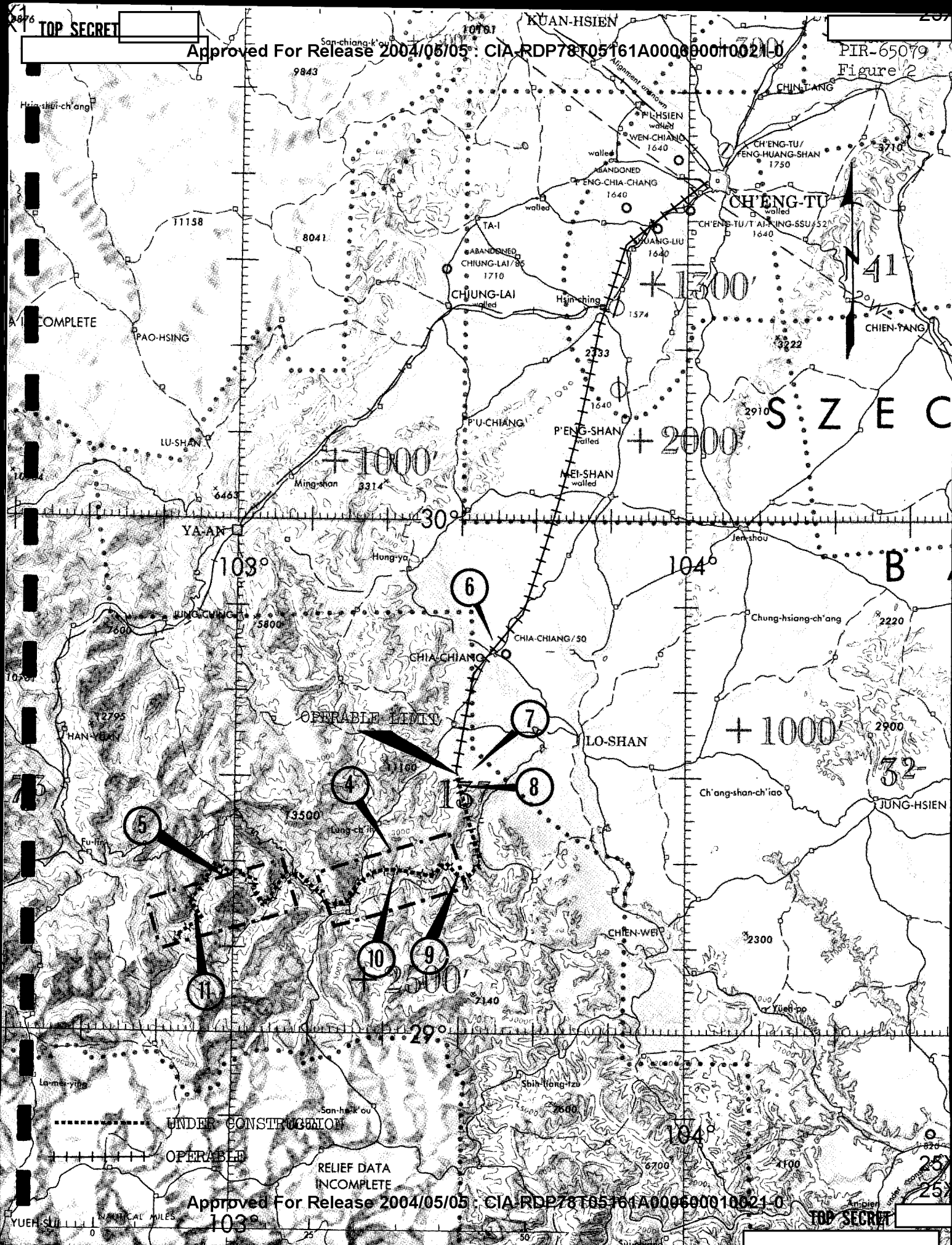
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Figure 2

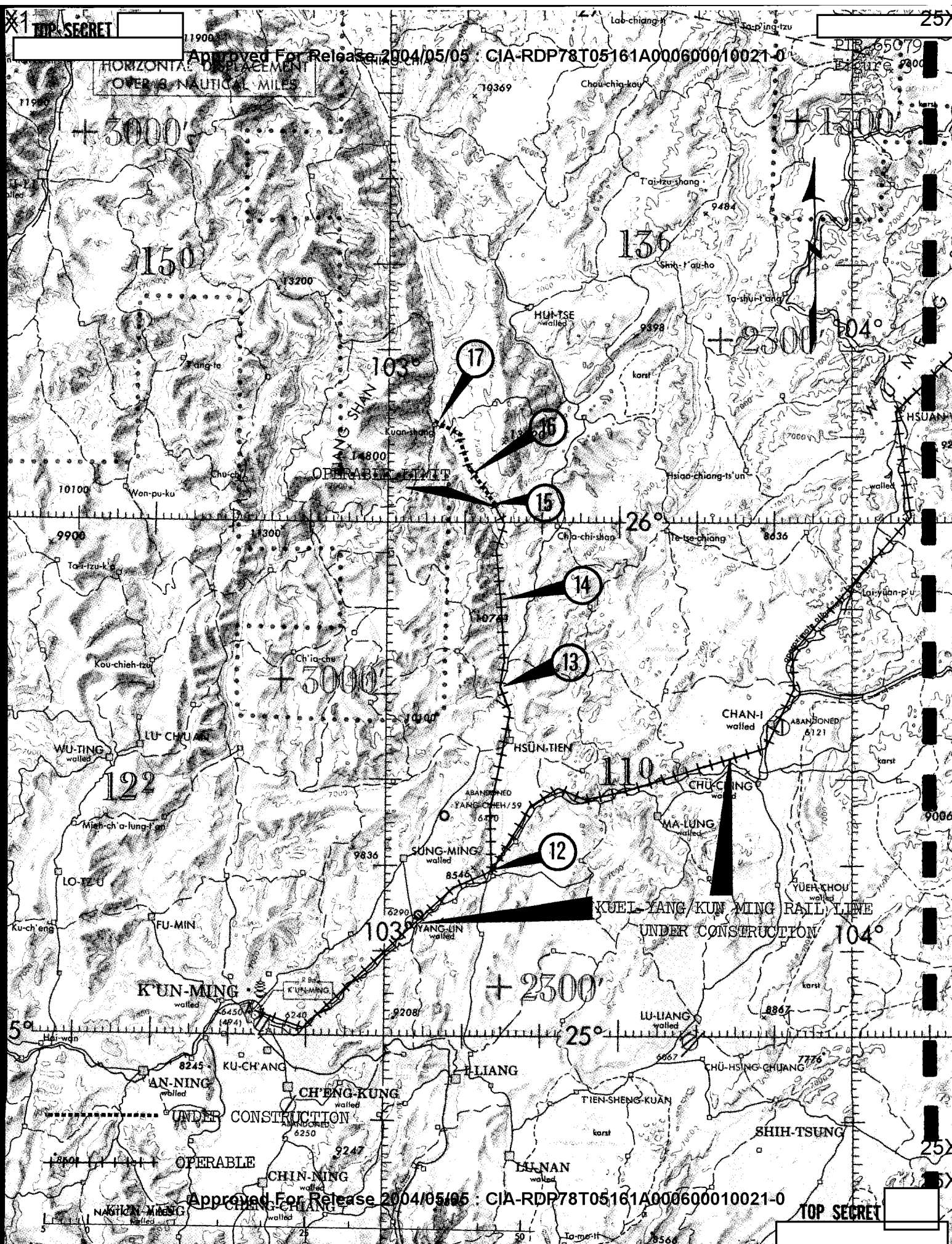


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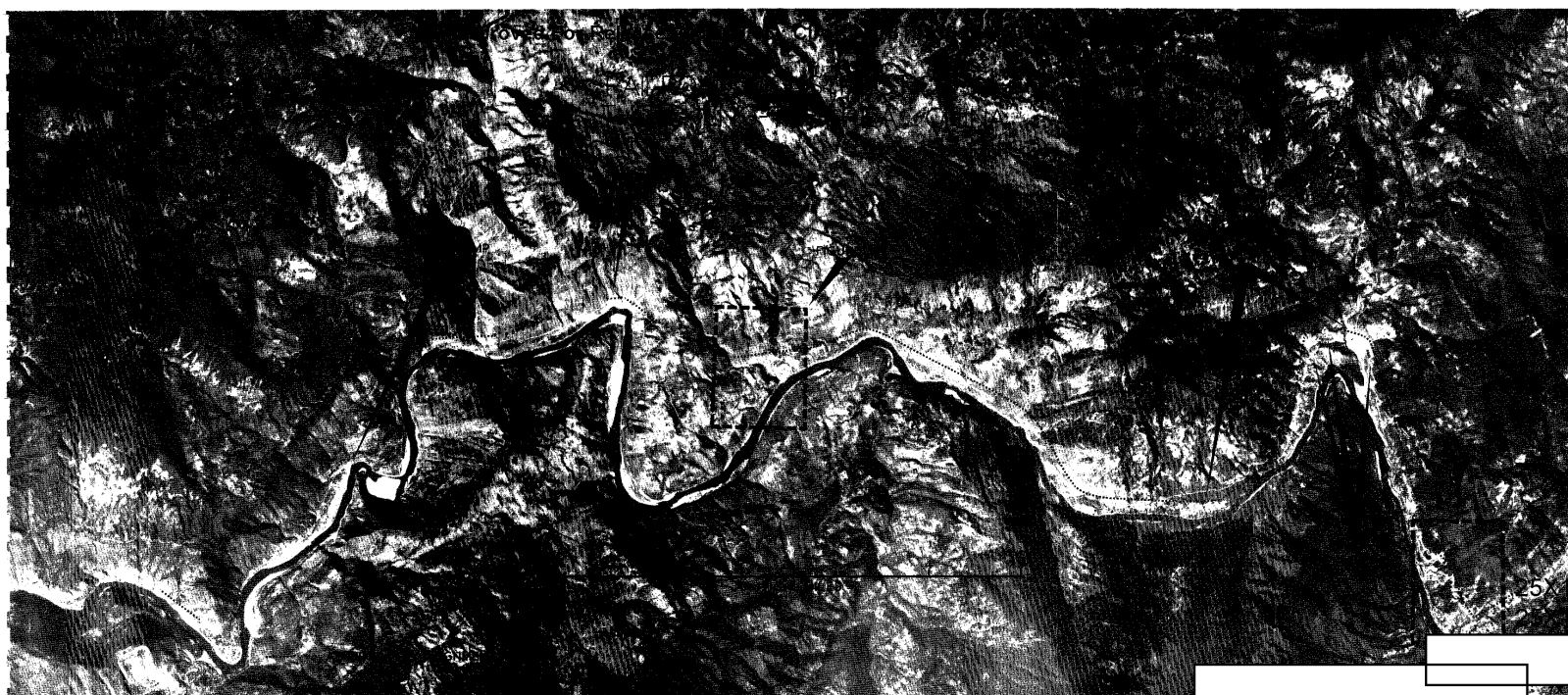
Exhibit 280

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HORIZONTAL DISPLACEMENT
OVER 3 NAUTICAL MILES



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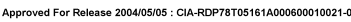
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FIGURE-6

2944N-10335E

ROLLING STOCK IN
RAIL YARD

CHIA CHIANG

CH'ING CHIANG (RIVER)

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FIGURE 7

2928N - 1033IE

OPERABLE LIMIT

ROLLING STOCK IN
RAIL YARD

TUNNELS UXC

BRIDGE PIERS

BRIDGE PIERS

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FIGURE-8

2922N-10337E

BRIDGE PIERS

TUNNEL U/C

BRIDGE PIERS

WORK CAMP

25X

25X

25X

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FIGURE - 9

2915N - 10335E

BRIDGE PIERS

TUNNELS U/C

WORK CAMPS

25X

25X

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FIGURE - 10

2918N - 10322E

BRIDGE PIERS

CONSTRUCTION
MATERIALS

WORK CAMP

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FIGURE-11

2914N - 10255E

BRIDGE PIERS

WORK CAMPS
AND
CONSTRUCTION MAT.

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FIGURE - 12

25 17N - 103 15E

KUEI YANG

250 nm →

JUNCTION WITH KUEI YANG -
KUN MING RAIL LINE

OPERABLE SECTION

KUEI YANG - KUN MING
RAIL LINE

ROLLING STOCK IN
RAIL YARD

KUN MING

35 nm

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FIGURE -13

2533N - 10314E

PROBABLE ROLLING STOCK
IN RAIL YARD

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FIGURE 14

2550N - 10314E

WORK CAMP

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FIGURE -15

32N - 10312E

BRIDGE U/C

OPERABLE LIMIT

ROLLING STOCK IN
RAIL YARD

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2604N 1030E

WORK CAMPS

ROAD BED U/C

WORK CAMP

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25X

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FIGURE

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IN - 10307E

END OF CONSTRUCTION

BRIDGE

RAIL BED USED
AS HIGHWAY

25X

25X

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